

7.2 ANALYSIS OF HOURLY FREEWAY ACTIVITY BY DAY-OF-WEEK IN THE SOUTH COAST AIR BASIN DURING THE SUMMER OF 1997

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7.2.1 Summary

Emissions from on-road mobile sources constitute approximately 50 to 70 percent of both ROG and NO_x emissions in the South Coast Air Basin. Therefore, traffic patterns that differ by DOW are expected to be an important cause of the weekend effect. In this chapter, we analyze hourly traffic patterns by DOW on freeways in Los Angeles and Orange Counties using data collected during the summer of 1997. Freeway traffic constitutes approximately 50% of basinwide VMT. The hourly traffic patterns by DOW from eleven regions of Los Angeles and Orange Counties lead to several findings.

The patterns in all eleven regions are strikingly similar in their general features. Weekday patterns are similar to each other and the shape of the Saturday and Sunday patterns are similar to one another.

Traffic between 5 a.m. and 11 a.m. is substantially lower on weekends than on weekdays, with the greatest hourly reductions reaching 50 to 60 percent on Saturday and 70 to 80 percent on Sunday.

On weekends after 11 a.m., the traffic is similar to weekday traffic in some regions. In other regions, however, a strong evening commute causes weekend traffic to be as much as 30 percent lower than weekday traffic during some hours.

Though traffic patterns may differ between regions, hourly profiles are similar for all weekdays within regions. Some regions have high afternoon volumes during p.m. commute hours on weekdays, while in other regions the increase is less pronounced.

Traffic is relatively high in all regions between 9 p.m. on Friday and 5 a.m. on Saturday and between 9 p.m. on Saturday and 5 a.m. on Sunday. During these periods, the increase compared to weekdays reaches 60 to 100% around 3 a.m.

During daylight hours, traffic volumes on freeways tend to be lowest on Sunday. Between 11 a.m. and 2 p.m., however, the volumes on Sunday may be similar the volumes on other days. Saturday profiles are similar to Sunday though somewhat higher for almost all hours of the day. Though higher than Sunday, Saturday morning traffic is lower than weekday traffic between 5 a.m. and 11 a.m. in all regions.

Based on these analyses, we find that both the total volume of traffic and the timing of traffic are significantly different on weekends compared to weekdays. The circumstantial observations are consistent with Hypothesis #1, Hypothesis #2, and Hypothesis #3a.

7.2.2 Introduction

Emissions from on-road mobile sources constitute a large fraction of the total emissions inventory throughout California. In the South Coast Air Basin, on-road mobile sources produce approximately 50 to 70 percent of ROG and NOx emissions depending on the model used to estimate emissions. Therefore, understanding the weekend effect requires a thorough investigation of hourly traffic patterns by day-of-week (DOW).

In this chapter, we analyze hourly traffic patterns by DOW on freeways in Los Angeles County and Orange County using data collected during the summer of 1997. Freeway traffic accounts for approximately half of the total vehicle miles traveled (VMT) with the remaining portion occurring on surface streets. Unfortunately, the data available for surface streets is quite limited at this time. Nevertheless, a thorough analysis of the freeway traffic patterns is an important milestone in research on the weekend effect.

7.2.3 Methodology

7.2.3.1 Data

Traffic managers in Los Angeles and Orange Counties use data from a CALTRANS network of inductive-loop sensors that gather traffic data continuously. The purpose of this real-time network is to support a rapid response to accidents and other events that impede the smooth flow of traffic on the region's freeways.

Vehicle counts by lane are collected in 30-second increments, but the 30-second data are not archived routinely. By special arrangement, the 30-second data during the recent South Coast Ozone Study (SCOS97 - June 15 through October 10, 1997) were archived on tape for further analysis. As part of a separate project, Dr. Niemeir at U. California – Davis transferred the data from many tapes to a more convenient form. Copies of the data files were given to us on a set of compact discs, which we used for our independent analyses.

7.2.3.2 Regions selected for analysis

Eleven regions, or domains, of Los Angeles and Orange Counties were selected for analysis of freeway traffic. Each region is associated with an air quality monitor to allow comparisons between hourly profiles for traffic and hourly profiles for ozone precursors and for ozone (see Chapter ???). Table 7.2.1 lists the selected regions along with some of their characteristics. Figures XX – XX show the selected domains.

7.2.3.3 QA/QC and data summary procedures

In each region, we selected counters (sites) in pairs that cover both sides of a freeway. This procedure maintains a balance, appropriately representing the traffic on both sides of a freeway. For example, sites on the “inbound” and “outbound” sides of a freeway will be balanced throughout the day.

The following QA/QC procedure was used to validate the data selected for these analyses. The criteria listed below were applied to the data for each lane at each site by DOW. The criteria were applied in the sequence shown here:

- Counts were aggregated to 10-minute intervals.
- Zero counts were invalid (set to “missing”).
- Counts greater than 600 were invalid (set to “missing”).
- Data were invalid for a whole day if the day’s maximum 10-minute count < 20.
- Data failing a comparison to a median value were invalid.
- If a 10-minute period had less than four valid days, the average value for that 10-minute period was invalid.
- Any lane with an invalid average for a 10-minute period was invalid for all 10-minute periods.

Inductive loop counters typically yield highly accurate counts based on ground truth comparisons (Klein, 1997). When they fail, however, the dominant failure mode is to cease detecting vehicles entirely and report “zero” traffic. The traffic data we analyzed exhibits these characteristics.

Zeroes often represent invalid data but zeroes cannot be automatically excluded from the data sets because they are reasonable values for 30-second intervals. However, zeroes are not reasonable values for 10-minute periods. Therefore, we aggregated the 30-second counts to form counts for 10-minute periods; zeroes for the 10-minute periods were invalidated.

Traffic counts greater than 30 vehicles in 30 seconds can be valid (personal check on a Sacramento freeway overpass). For example, a density of 60 vehicles per lane per mile with traffic moving at 60 miles per hour would yield counts of 30 vehicles in 30 seconds. However, this density corresponds to a category E for “level of service,” during which a 60 mph average speed cannot be sustained for long (Transportation Research Board, 1994). Therefore, all 10-minute counts greater than 600 were invalidated. It is not clear that any 10-minute counts were excluded by application of this criterion.

If the maximum 10-minute count for a day was less than 20 vehicles, the entire day was invalid. This criterion addresses a failure mode for the counters in which low but non-zero counts are recorded. For example, a sequence of 30-second counts might look like this: 0, 0, 2, 1, 0, 0, 0, 3, 1. Although such a sequence is reasonable between 2 a.m. and 3 a.m., it is not a reasonable pattern throughout an entire day. Therefore, if the maximum 10-minute count for a day was less than 20 vehicles, it indicated that the detector is faulty and data for the whole day were invalid.

We compared the 10-minute counts to their corresponding median values (same DOW and same period) to help eliminate invalid counts. A 10-minute count is the sum of twenty 30-second counts. Occasionally, some 30-second counts may be invalid zeroes. Because induction-loop counters tend to work continuously or fail continuously for long stretches, however, most 10-minute periods contain either all valid data or all invalid data. At this point in the validation process, few values based

entirely on invalid data will remain in the database. Furthermore, it is quite unlikely that the identical two 10-minute periods on two different Mondays (or some other DOW) will both contain a mix of valid and invalid data. Therefore, the median of the 10-minute observations (for a lane for a DOW) should represent the valid data well. Therefore, if a 10-minute count differed from its respective median by more than 2/3 of the corresponding median value, that 10-minute count was invalid.

A valid average for a 10-minute period (for a lane for a DOW) required at least four valid 10-minute periods. Although this is a small sample size in many situations, in this case it seems to be satisfactory. This is because the valid counts for the same lane, 10-minute period, and DOW combination are very similar to one another (the variability is small). For example, the counts between 11:00 a.m. and 11:10 a.m. for a particular lane on two different Mondays will typically be within 10 percent of each other.

Keeping the valid lanes at a site allowed these lanes to represent the site effectively. As a final step, we included pairs of sites in the analysis only if they had the same number of valid lanes. This approach is suitable for comparing traffic patterns by DOW in relative terms, but it undercounts the actual volume of traffic due to the missing lanes. For our purposes, however, the relative activity by DOW is satisfactory.

Using the preceding criteria, a valid average count for each 10-minute period for each DOW was based on at least 4 days of data. Although this is a small sample size for many situations, in this case it seems to be satisfactory. This is because the valid counts for the same lane, 10-minute period, and DOW combination are very similar to one another (the variability is small).

Keeping the valid lanes at a site allowed these lanes to represent the site effectively. As a final step, we included pairs of sites in the analysis only if they had the same number of valid lanes. This approach is suitable for comparing traffic patterns by DOW in relative terms, but it undercounts the actual volume of traffic due to the missing lanes. For our purposes, however, the relative activity by DOW is satisfactory.

If invalid data remained in the data after executing the validation procedure, their impact on the final analyses is almost certainly quite small. Most of the invalid values are removed at the 10-minute level. If an invalid 10-minute observation remains, it will be averaged with at least three other observations that are probably valid. That average will then be summed with five other averages to make an average hourly total for a lane and for a DOW. Next, the lane total will be summed with the totals for the other lanes to make an hourly total at the site for a DOW. Finally, the hourly average totals for all the selected sites in a given region are summed to represent the total traffic. These sums are used for subsequent analyses. Because any invalid data are highly diluted with valid data, bias (distinct from random variability) in the values used in the final analyses should be limited to a few percent.

7.2.3.4 Presentation techniques

We conducted two summaries for each region. First, we compiled the hourly profiles for total volume by DOW. These are presented in Table 7.2.1 through Table 7.2.13. Second, we expressed the hourly volumes as ratios with respect to the midweek average (Tuesday through Thursday). These results are presented in Table 7.2.14 through Table 7.2.24.

The essential information in the tables is also presented graphically. We present the graphs for each domain together on one page. The first graph in each pair displays the total vehicle count per hour, while the second graph shows the relative vehicle counts. The graphs are labeled Figure 7.2.1 through Figure 7.2.22. The graphs are somewhat simplified for readability, while the tables retain the full details.

7.2.4 Results and Discussion

We analyzed the hourly traffic patterns by DOW for each region. The results are discussed first in terms of general patterns and then with respect to differences between regions.

7.2.4.1 General Patterns in the Freeway Data

The hourly traffic profiles in all eleven regions are strikingly similar in their general features. The most obvious and anticipated pattern is that weekdays look like weekdays, weekends look like weekends, and weekdays are not like weekends.

Within each region, Monday through Friday profiles have a similar overall shape. The morning commute period on these days commences at the same time and reaches its peak at the same time. The traffic during the mid-day and afternoon hours is also similar for all weekdays. With the exception of the late evening hours on Friday, the night and evening profiles also are similar for the weekdays.

The Saturday and Sunday profiles have a similar general shape. The morning commute (6 a.m. to 10 a.m.) on weekdays is absent on both Saturday and Sunday. The weekday traffic is as much as 50 to 60 percent greater than Saturday and 70 to 80 percent greater than Sunday for some morning hours.

The peak traffic on weekend days is typically achieved between noon and two o'clock. Although similar in general shape, the Saturday volumes are greater than the corresponding Sunday volumes during most of the daylight hours in all regions.

In all regions, traffic on Friday evening between 9 p.m. and midnight is relatively high and this phenomenon continues into Saturday morning until 5 a.m. The scenario is repeated from 9 p.m. Saturday to 5 a.m. on Sunday. The relative increases on Saturday and Sunday reach 60 to 100% around 3 a.m. Though the relative increase is large, the volumes involved are rather small compared to traffic during most of the daylight hours.

7.2.4.2 Regional Differences

Hourly profiles for all weekdays are very similar within a region. Some regions, such as Azusa, Burbank, and N. Long Beach, display sharp peaks during both the morning and afternoon commute hours on weekdays. In other regions, such as Anaheim, Lynwood, and Pico Rivera, the morning commute has a sharp peak and the afternoon commute has a broader peak that is slightly lower than the morning peak.

On weekends after 11 a.m., traffic volumes are similar to weekdays in some regions. These regions tend to be those that lack a sharp peak for the afternoon commute. In the other regions, a strongly peaked commute pattern between 3 p.m. and 7 p.m. causes weekend traffic to be as much as 30 percent lower than weekday traffic during some of these hours.

7.2.5 Conclusions

Our analyses demonstrate that the hourly patterns of freeway traffic by day-of-week are generally similar throughout Los Angeles and Orange Counties. Both the total volume of traffic and the timing of traffic are dramatically different on weekends compared to weekdays. Clearly, the total emissions of VOC's and NO_x are expected to be much lower on weekends. This observation lends circumstantial support to Hypothesis #1. However, the dramatic difference in the timing of emissions on weekends compared to weekdays lends similar support for Hypothesis #2. How these two factors affect actual emissions and ozone formation potential will be examined in a later chapter.

The data also offer some support for Hypothesis #3a. On freeways at least, the nighttime traffic on Fri/Sat and on Sat/Sun is greater than on other nights. This is true for all of the regions we considered. Therefore, one might reasonably expect greater concentrations of VOC's and NO_x on

7.2.6 Recommendations

7.2.7 References

Lawrence A. Klein, "Vehicle Detector Technologies for Traffic Management Applications, Part 2," at ITS Online, 1997.
[\(http://www.itsonline.com/detect_pt2.html\)](http://www.itsonline.com/detect_pt2.html)

Transportation Research Board, "Highway Capacity Manual," National Academy of Sciences, Washington, D.C., 1994.

Table 7.2.1 Regions Selected for Analysis of Freeway Traffic by Day of Week

Name of Region	Freeways Involved	No. of Counters	Area (approx.)
Anaheim	I-5, SR-57, and SR-91	12	16 sq. mi.
Azusa	I-605, I-210, and I-10	20	30 sq. mi.
Burbank	I-5 and SR-134	18	12 sq. mi.
Hawthorne	I-105 and I-405	12	12 sq. mi.
Irvine	I-405	12	12 sq. mi.
Los Angeles – CBD	I-5, I-10, SR-110, and US-101	20	16 sq. mi.
Lynwood	I-105	12	12 sq. mi.
N. Long Beach	I-405, I-710, and SR-91	6	12 sq. mi.
Pico Rivera	I-5 and I-605	8	12 sq. mi.
Pomona	I-10 and SR-57	18	16 sq. mi.
Reseda	I-405 and US-101	14	30 sq. mi.

Table 7.2.2 Volume Relative to Midweek by Region and Day of Week

Region	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
Anaheim	79.6%	95.0%	99.0%	99.5%	101.5%	98.6%	92.7%
Azusa	75.4%	97.3%	98.8%	100.0%	101.2%	100.6%	86.4%
Burbank	75.2%	98.1%	99.0%	99.6%	101.4%	102.1%	86.9%
Hawthorne	79.3%	98.8%	99.3%	99.6%	101.1%	100.4%	89.0%
Irvine	71.4%	93.2%	99.1%	99.9%	101.0%	99.0%	85.6%
L.A.-CBD	82.6%	97.0%	99.2%	99.7%	101.1%	101.6%	95.3%
Lynwood	81.9%	98.6%	99.2%	99.7%	101.1%	101.8%	93.3%
N. Long Beach	65.5%	97.0%	98.1%	100.3%	101.5%	100.2%	77.5%
Pico Rivera	84.4%	99.4%	99.0%	99.2%	101.7%	101.3%	95.8%
Pomona	81.0%	98.8%	98.7%	99.8%	101.5%	101.5%	91.3%
Reseda	80.6%	98.8%	98.9%	99.6%	101.5%	99.4%	90.0%
Average	77.9%	97.5%	98.9%	99.7%	101.3%	100.6%	89.4%

Table 7.2.3 Total Vehicle Counts in the Anaheim Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	32311	18189	15899	16846	17184	19341	27193
2	20927	10175	9758	10622	10684	12588	17818
3	13702	7961	8085	8094	8215	8825	12992
4	8237	8785	9033	9024	9231	8837	10088
5	7919	20801	21971	21244	22136	20601	14174
6	12425	55202	56022	55174	56299	50973	24921
7	19093	74531	80077	79888	80054	68392	37782
8	27294	79975	84715	85827	85545	77766	49822
9	37693	73435	77753	82190	81877	75803	62562
10	51765	67667	72812	74589	73697	70813	68772
11	62154	68511	69935	71051	70902	72458	72503
12	66080	69504	71287	66436	72940	73233	76200
13	71473	71515	71216	72396	73586	73466	75918
14	71074	73296	75910	73721	74717	75275	75919
15	70652	76465	80471	80489	81129	77746	77140
16	69493	81116	81557	79531	82732	76525	77397
17	70359	81200	83411	81045	81094	75558	73321
18	68417	80318	80661	81779	80563	75507	74107
19	64849	75211	79530	81576	81020	72759	69473
20	61768	61571	66171	67723	70044	68727	66870
21	57302	46983	53088	55128	58278	60202	59325
22	58371	47510	50270	52407	55070	54196	57406
23	46579	38573	41889	41784	45889	53373	56306
24	30482	25649	27214	27316	30413	40658	43589

Table 7.2.4 Total Vehicle Counts in the Azusa Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	29159	16714	14670	15196	16211	17359	24895
2	19669	10386	9337	9482	10264	10938	16704
3	13771	8245	7969	7993	8730	9395	12693
4	8223	9765	9611	9484	9987	10063	9770
5	7919	22928	22331	21804	22641	21427	12720
6	12796	57561	58822	58497	58659	54670	23860
7	19680	81931	86402	86248	85851	80081	34956
8	27907	94675	97943	97465	96069	90637	47259
9	38419	85058	86481	88192	86380	78095	60991
10	51565	76361	77931	75609	77920	72535	67827
11	62104	72043	72023	71226	72277	73206	73219
12	67698	70967	72082	73222	73551	76945	77167
13	74127	72980	74765	73732	77316	76589	81032
14	76758	77093	76200	78698	79470	83757	80454
15	75995	85707	85006	84823	89215	87752	81782
16	75007	96387	97045	97543	94086	97257	81903
17	72484	101863	101283	103898	105170	100891	80835
18	72152	107414	109009	108736	109243	101343	81798
19	69643	90162	92554	95751	93100	89872	76229
20	67102	65293	68459	70913	73144	75269	65751
21	62986	50841	52839	54661	56973	61490	57552
22	53733	46194	48603	50869	52291	53617	54283
23	43969	36035	36973	40131	41997	49466	51893
24	28809	23523	24795	26035	27929	37500	41658

Table 7.2.5 Total Vehicle Counts in the Burbank Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	37620	20633	18421	19769	20935	22370	34925
2	26151	12013	11547	12249	13116	14049	24047
3	17611	8773	8731	9093	9817	10914	17397
4	9890	8577	8627	8897	9245	9767	11282
5	7769	16217	15883	16047	16610	16590	12175
6	11715	47568	47276	46925	46911	43319	22182
7	20005	87966	92016	91814	90567	84581	37128
8	29617	121147	122719	121646	119520	116854	54205
9	41544	114309	112642	117298	118124	108218	71154
10	58326	98499	100351	96687	99709	93832	81624
11	73565	90515	89827	91230	92370	94408	91544
12	82169	89493	90090	92276	92938	98184	97999
13	90059	94849	95324	93850	98544	98536	100800
14	92329	97296	95642	97267	99882	105122	98529
15	90705	104604	102550	101361	107407	107075	98439
16	91451	112314	112707	112700	110783	112131	98856
17	90587	117086	116908	117860	117328	117262	97441
18	89102	124940	125647	118862	123923	120586	96779
19	82620	112201	113500	114486	112960	105238	88615
20	80090	85872	89259	92589	94334	98431	82623
21	73693	66152	68713	71045	74454	78724	70498
22	65643	57785	60905	62728	64978	68231	61530
23	53718	45884	49138	51174	53435	63691	61774
24	36499	30599	32524	34400	36240	48907	51585

Table 7.2.6 Total Vehicle Counts in the Hawthorne Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	29654	18966	15984	17594	18080	19848	27405
2	19841	10609	9990	10567	11019	12058	18076
3	13322	7655	7602	7819	8044	9227	13008
4	7802	7062	7056	7154	7192	7627	8899
5	7532	15272	15151	15100	15377	14776	11120
6	13073	44246	43456	43101	43799	38590	21467
7	20383	67432	71042	71800	70793	66367	31949
8	26417	82326	82256	82642	78908	78679	43283
9	33821	78065	72951	79060	78099	73373	52539
10	45055	66550	67464	63819	68197	61314	58698
11	53194	63742	60862	62500	63166	63596	62733
12	57348	61103	61128	64004	62716	65328	65638
13	59569	64697	63323	64239	65788	62549	66976
14	63072	66801	66805	66470	67629	69978	66647
15	63080	70710	71886	67495	72345	69738	66799
16	62755	73993	74181	73414	73371	70414	65944
17	62045	74354	75444	73721	73983	70736	65196
18	61344	76001	76620	71926	75611	72613	63858
19	57357	72388	71990	73546	72613	69950	61026
20	54711	59794	62745	62903	64221	65063	55961
21	54706	48358	50406	51362	52743	57680	50261
22	51920	45141	47197	48327	49773	51881	48691
23	44689	37873	41178	42065	43587	48658	48676
24	31701	26499	28664	28933	30998	38709	40920

Table 7.2.7 Total Vehicle Counts in the Irvine Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	25184	13474	12144	13587	13598	15911	23232
2	14825	7057	6822	7493	7893	9091	14820
3	9965	4668	4788	5403	5304	5712	9864
4	5946	4921	4880	5088	5337	5286	6835
5	5608	10399	10757	10751	10689	10384	8274
6	9073	36810	37988	37772	37211	32315	16905
7	15765	69793	74893	74714	73975	64406	29177
8	23899	88000	92510	92850	89690	81187	42941
9	32795	77046	87404	89150	86664	83371	56217
10	47249	66857	74322	75934	74261	72486	63289
11	57022	64558	66723	69619	69514	71488	70610
12	64496	68879	71702	68552	72910	76777	76200
13	68620	70929	73889	74279	75497	80358	78114
14	68707	69648	74152	71888	73107	81424	75851
15	66468	76652	80699	81249	82874	86649	75853
16	63309	82197	87225	87747	88618	82180	75723
17	65933	89436	93457	92551	93943	86419	76638
18	63001	89395	91763	90898	88899	83663	73765
19	58200	79857	84126	84451	83550	74892	65687
20	54626	63956	67490	70092	72323	67662	59454
21	48842	45922	51753	54817	59091	57772	50943
22	46926	44320	48807	50727	52561	46394	46356
23	37463	32220	36628	35948	40530	46597	45063
24	25164	21221	23838	24755	26541	35305	32593

Table 7.2.8 Total Vehicle Counts in the L.A.-CBD Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	54546	30142	24431	26991	28764	31599	46304
2	37837	18480	16163	17596	19111	21075	33418
3	30478	14352	13473	14431	15170	17337	28253
4	17117	12898	12501	12796	13397	14494	18568
5	12703	22733	22759	22721	23464	23338	18844
6	17509	65063	67519	66692	67107	61142	32215
7	28109	106082	113719	113557	112097	104199	50533
8	40537	117300	120809	119992	119376	113214	71914
9	53832	109377	110802	114604	113767	109197	88350
10	75195	105954	111302	108125	109016	106875	97209
11	89830	103527	106089	106083	106883	109043	105535
12	95726	101496	105133	104399	106857	110152	109946
13	101211	103033	106458	105444	108672	108432	112709
14	106509	105804	108124	105969	108771	111972	111533
15	105314	113861	115159	113623	117056	113173	113816
16	100744	117857	117176	116795	116267	113220	113111
17	100516	119202	117708	119025	118673	113205	110451
18	100096	118076	117069	115844	115793	113410	110733
19	95915	110677	112195	114137	112240	107634	105454
20	93275	95241	101860	102392	104423	106221	98920
21	88774	76574	80661	83964	86212	93879	89100
22	84317	72711	75560	77480	81001	82988	85153
23	72950	60076	65268	66628	70689	82483	85164
24	51622	41426	45105	47419	50450	65846	71455

Table 7.2.9 Total Vehicle Counts in the Lynwood Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	27021	17174	16003	17042	17429	18850	25411
2	18782	10127	9639	10101	10371	11351	16782
3	14096	7949	7652	7798	8014	9304	13372
4	8636	7527	7876	8127	8200	8647	9970
5	8378	18138	18615	18598	18873	17757	13193
6	13451	45397	44871	45388	45626	39580	23743
7	19446	57911	60522	62261	61810	56898	31877
8	26175	66161	67005	66365	63627	63034	41105
9	30209	58832	57496	62351	61237	57789	44972
10	40007	53617	54268	51241	54626	49204	49108
11	46650	53252	50990	52347	52060	53942	52619
12	50477	51937	51653	53865	53877	55207	57475
13	52420	56076	56075	56648	57470	55428	61522
14	56743	60616	59636	60226	60303	63079	61616
15	57789	64818	64925	60472	64489	62367	62407
16	56581	64681	66025	65707	65939	65271	61804
17	54159	66882	66744	65418	67303	64665	60172
18	53567	67768	67140	63549	66299	65379	58016
19	51902	62309	61981	63396	62424	61876	56394
20	52219	53695	55086	56489	57293	59393	53739
21	51662	45297	46016	47283	48306	54214	49419
22	49041	42026	44461	44614	46332	49426	46515
23	39875	35170	37355	38217	39796	46865	45684
24	28666	25266	26914	26883	28894	38042	37348

Table 7.2.10 Total Vehicle Counts in the N. Long Beach Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	6599	3819	3570	4314	4366	4607	6569
2	4809	2412	2404	2822	2850	3004	4532
3	3603	1948	2027	2350	2410	2627	3736
4	2126	1958	2084	2302	2438	2364	2501
5	1967	4165	4152	4403	4397	4068	3068
6	3053	12570	12230	12652	13003	10336	5815
7	4818	19703	20790	21079	21028	18370	8297
8	6499	25207	24716	25255	24753	23266	10590
9	8208	21600	20273	22421	22331	20668	12629
10	10839	17918	17738	17333	18715	17173	14036
11	12326	17426	16986	17687	17882	17774	14894
12	13489	17487	17214	18557	17803	18572	16311
13	14419	18183	18157	18347	18934	18271	17117
14	15269	18620	19070	19345	19333	20092	16795
15	15419	21030	21340	20245	21297	21032	16945
16	15003	23196	22978	23050	23143	22555	16820
17	15315	24558	24748	24836	24741	24050	16874
18	14705	24782	25669	24769	25529	24119	16827
19	13537	19636	20361	21053	20769	20335	15564
20	12967	14275	15255	15866	15990	17383	13985
21	12336	11100	11774	12132	12638	13872	11880
22	11412	10658	11323	11606	11802	12564	11320
23	9186	8398	9363	9589	9941	11694	11072
24	6211	6066	6597	6835	7044	9453	8966

Table 7.2.11 Total Vehicle Counts in the Pico Rivera Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	17194	10804	8605	9449	9509	10836	15145
2	11747	6514	5888	6404	6243	7138	10453
3	8415	4901	4795	5158	5231	6007	8529
4	5010	5442	5321	5392	5654	6098	6302
5	4151	11293	10681	10902	11119	10601	7550
6	6112	29781	29301	29440	29698	25908	13213
7	9344	38304	40636	41074	41237	39042	19085
8	13474	39909	39012	38634	37849	38990	24954
9	18673	36338	34687	36584	36844	36032	30545
10	26695	36148	36904	33699	35664	34170	34566
11	30822	35645	34898	33975	35823	34926	36509
12	32781	34078	33916	34975	34255	35313	36730
13	34655	35196	34181	33288	35578	32714	37203
14	35390	36201	36538	35623	36379	35360	36910
15	35007	37270	37909	35366	37443	34120	37230
16	34633	39311	38336	38647	38374	35646	36691
17	34465	38804	39068	38656	39561	37021	36071
18	34218	39765	38537	38074	39643	37577	36249
19	32343	36587	36858	37896	37584	35964	35471
20	32158	30682	31844	32863	33280	34543	32253
21	31820	24724	24729	26007	27446	31574	28351
22	30604	23049	23234	24103	25616	28704	27421
23	26392	19661	21120	21676	23111	27282	28548
24	18328	13948	15091	15422	16885	21450	24409

Table 7.2.12 Total Vehicle Counts in the Pomona Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	32735	18707	15731	16619	17774	19319	27690
2	22319	11832	10164	10480	11493	12537	18905
3	16122	9397	8362	8595	9336	10397	14832
4	9843	9844	9412	9356	9963	10462	11051
5	8559	21114	20353	19680	20656	19911	12685
6	13042	52248	52477	52288	52559	49085	23367
7	19850	77015	78743	78326	78016	72364	34292
8	27238	91847	92973	93132	92264	87526	45734
9	37803	83734	84210	85224	84757	76151	58866
10	51084	74538	75397	74115	74545	72171	65538
11	63505	71507	71295	69967	70984	73939	74059
12	70323	72013	71691	71224	73604	76761	79190
13	76703	72792	74246	71588	76419	77338	81986
14	80071	77007	74438	76438	78528	80512	80989
15	78978	82569	79145	81140	83686	82778	82612
16	76330	88743	88480	87132	83059	87542	82468
17	72244	92244	87471	93048	94077	90227	78522
18	73262	98405	98766	99208	99456	93919	80563
19	71014	86488	88203	89251	89110	84539	77463
20	67850	66658	69915	71298	73161	74810	68599
21	65095	54137	56129	57890	60308	64546	60647
22	55847	49069	51453	53601	54802	55329	57272
23	47173	38999	38843	42871	45465	52363	54715
24	31970	25997	27357	28838	30789	40977	45632

Table 7.2.13 Total Vehicle Counts in the Reseda Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	36871	20025	17315	18356	19901	21844	32101
2	23847	11184	10124	10505	11032	12776	20576
3	16141	8014	7513	7716	8536	9939	14927
4	9278	7721	7400	7238	8116	8629	10223
5	8068	15899	15104	14883	15630	14887	11341
6	13126	49514	48864	48236	48890	43421	21416
7	21820	88374	91210	90612	90225	82633	37072
8	31026	102995	101440	99117	100968	97977	54354
9	42969	95124	91942	95588	96115	87680	72039
10	58227	84928	85812	84879	85369	82110	79953
11	73168	82603	83040	83309	84152	85879	86955
12	80668	82841	83233	84213	84612	86457	90294
13	84793	82535	85026	83723	87766	86229	91957
14	86992	85504	85305	87372	88607	91918	90607
15	86116	92657	93140	91252	94750	94050	90718
16	85786	99558	101555	100342	99132	99501	90998
17	83671	102932	102647	102860	103773	101475	89995
18	84324	106710	106633	101031	105987	100675	90701
19	79878	97460	95914	99907	98547	90736	84957
20	75263	79528	80922	83128	83442	82661	75016
21	68676	57657	60127	62400	65030	65383	58675
22	62937	55713	57005	60150	63383	59786	61257
23	52891	44219	42886	49295	51990	56352	59142
24	35099	29226	30406	33224	35847	45769	51113

Table 7.2.14 Vehicle Counts Relative to Mid-Week in the Anaheim Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.94	1.09	0.96	1.01	1.03	1.16	1.63
2	2.02	0.98	0.94	1.03	1.03	1.22	1.72
3	1.69	0.98	0.99	1.00	1.01	1.09	1.60
4	0.91	0.97	0.99	0.99	1.01	0.97	1.11
5	0.36	0.95	1.01	0.98	1.02	0.95	0.65
6	0.22	0.99	1.00	0.99	1.01	0.91	0.45
7	0.24	0.93	1.00	1.00	1.00	0.85	0.47
8	0.32	0.94	0.99	1.01	1.00	0.91	0.58
9	0.47	0.91	0.96	1.02	1.02	0.94	0.78
10	0.70	0.92	0.99	1.01	1.00	0.96	0.93
11	0.88	0.97	0.99	1.01	1.00	1.03	1.03
12	0.94	0.99	1.02	0.95	1.04	1.04	1.09
13	0.99	0.99	0.98	1.00	1.02	1.01	1.05
14	0.95	0.98	1.02	0.99	1.00	1.01	1.02
15	0.88	0.95	1.00	1.00	1.01	0.96	0.96
16	0.86	1.00	1.00	0.98	1.02	0.94	0.95
17	0.86	0.99	1.02	0.99	0.99	0.92	0.90
18	0.84	0.99	1.00	1.01	0.99	0.93	0.91
19	0.80	0.93	0.99	1.01	1.00	0.90	0.86
20	0.91	0.91	0.97	1.00	1.03	1.01	0.98
21	1.03	0.85	0.96	0.99	1.05	1.08	1.07
22	1.11	0.90	0.96	1.00	1.05	1.03	1.09
23	1.08	0.89	0.97	0.97	1.06	1.24	1.30
24	1.08	0.91	0.96	0.96	1.07	1.44	1.54

Table 7.2.15 Vehicle Counts Relative to Mid-Week in the Azusa Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.90	1.09	0.96	0.99	1.06	1.13	1.62
2	2.03	1.07	0.96	0.98	1.06	1.13	1.72
3	1.67	1.00	0.97	0.97	1.06	1.14	1.54
4	0.85	1.01	0.99	0.98	1.03	1.04	1.01
5	0.36	1.03	1.00	0.98	1.02	0.96	0.57
6	0.22	0.98	1.00	1.00	1.00	0.93	0.41
7	0.23	0.95	1.00	1.00	1.00	0.93	0.41
8	0.29	0.97	1.01	1.00	0.99	0.93	0.49
9	0.44	0.98	0.99	1.01	0.99	0.90	0.70
10	0.67	0.99	1.01	0.98	1.01	0.94	0.88
11	0.86	1.00	1.00	0.99	1.01	1.02	1.02
12	0.93	0.97	0.99	1.00	1.01	1.05	1.06
13	0.98	0.97	0.99	0.98	1.03	1.02	1.08
14	0.98	0.99	0.98	1.01	1.02	1.07	1.03
15	0.88	0.99	0.98	0.98	1.03	1.02	0.95
16	0.78	1.00	1.01	1.01	0.98	1.01	0.85
17	0.70	0.98	0.98	1.00	1.02	0.98	0.78
18	0.66	0.99	1.00	1.00	1.00	0.93	0.75
19	0.74	0.96	0.99	1.02	0.99	0.96	0.81
20	0.95	0.92	0.97	1.00	1.03	1.06	0.93
21	1.15	0.93	0.96	1.00	1.04	1.12	1.05
22	1.06	0.91	0.96	1.01	1.03	1.06	1.07
23	1.11	0.91	0.93	1.01	1.06	1.25	1.31
24	1.10	0.90	0.94	0.99	1.06	1.43	1.59

Table 7.2.16 Vehicle Counts Relative to Mid-Week in the Burbank Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.91	1.05	0.93	1.00	1.06	1.14	1.77
2	2.13	0.98	0.94	1.00	1.07	1.14	1.95
3	1.91	0.95	0.95	0.99	1.07	1.18	1.89
4	1.11	0.96	0.97	1.00	1.04	1.09	1.26
5	0.48	1.00	0.98	0.99	1.03	1.03	0.75
6	0.25	1.01	1.01	1.00	1.00	0.92	0.47
7	0.22	0.96	1.01	1.00	0.99	0.92	0.41
8	0.24	1.00	1.01	1.00	0.99	0.96	0.45
9	0.36	0.99	0.97	1.01	1.02	0.93	0.61
10	0.59	1.00	1.01	0.98	1.01	0.95	0.83
11	0.81	0.99	0.99	1.00	1.01	1.04	1.00
12	0.90	0.98	0.98	1.01	1.01	1.07	1.07
13	0.94	0.99	0.99	0.98	1.03	1.03	1.05
14	0.95	1.00	0.98	1.00	1.02	1.08	1.01
15	0.87	1.01	0.99	0.98	1.04	1.03	0.95
16	0.82	1.00	1.01	1.01	0.99	1.00	0.88
17	0.77	1.00	1.00	1.00	1.00	1.00	0.83
18	0.73	1.02	1.02	0.97	1.01	0.98	0.79
19	0.73	0.99	1.00	1.01	0.99	0.93	0.78
20	0.87	0.93	0.97	1.01	1.02	1.07	0.90
21	1.03	0.93	0.96	1.00	1.04	1.10	0.99
22	1.04	0.92	0.97	1.00	1.03	1.09	0.98
23	1.05	0.90	0.96	1.00	1.04	1.24	1.21
24	1.06	0.89	0.95	1.00	1.05	1.42	1.50

Table 7.2.17 Vehicle Counts Relative to Mid-Week in the Hawthorne Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.72	1.10	0.93	1.02	1.05	1.15	1.59
2	1.89	1.01	0.95	1.00	1.05	1.15	1.72
3	1.70	0.98	0.97	1.00	1.03	1.18	1.66
4	1.09	0.99	0.99	1.00	1.01	1.07	1.25
5	0.50	1.00	1.00	0.99	1.01	0.97	0.73
6	0.30	1.02	1.00	0.99	1.01	0.89	0.49
7	0.29	0.95	1.00	1.01	0.99	0.93	0.45
8	0.33	1.01	1.01	1.02	0.97	0.97	0.53
9	0.44	1.02	0.95	1.03	1.02	0.96	0.69
10	0.68	1.00	1.01	0.96	1.03	0.92	0.88
11	0.86	1.03	0.98	1.01	1.02	1.02	1.01
12	0.92	0.98	0.98	1.02	1.00	1.04	1.05
13	0.92	1.00	0.98	1.00	1.02	0.97	1.04
14	0.94	1.00	1.00	0.99	1.01	1.04	1.00
15	0.89	1.00	1.02	0.96	1.03	0.99	0.95
16	0.85	1.00	1.01	1.00	1.00	0.96	0.90
17	0.83	1.00	1.01	0.99	0.99	0.95	0.88
18	0.82	1.02	1.03	0.96	1.01	0.97	0.85
19	0.79	1.00	0.99	1.01	1.00	0.96	0.84
20	0.86	0.94	0.99	0.99	1.01	1.03	0.88
21	1.06	0.94	0.98	1.00	1.02	1.12	0.98
22	1.07	0.93	0.97	1.00	1.03	1.07	1.01
23	1.06	0.90	0.97	1.00	1.03	1.15	1.15
24	1.07	0.90	0.97	0.98	1.05	1.31	1.39

Table 7.2.18 Vehicle Counts Relative to Mid-Week in the Irvine Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.92	1.03	0.93	1.04	1.04	1.21	1.77
2	2.00	0.95	0.92	1.01	1.07	1.23	2.00
3	1.93	0.90	0.93	1.05	1.03	1.11	1.91
4	1.17	0.96	0.96	1.00	1.05	1.04	1.34
5	0.52	0.97	1.00	1.00	1.00	0.97	0.77
6	0.24	0.98	1.01	1.00	0.99	0.86	0.45
7	0.21	0.94	1.00	1.00	0.99	0.86	0.39
8	0.26	0.96	1.01	1.01	0.98	0.89	0.47
9	0.37	0.88	1.00	1.02	0.99	0.95	0.64
10	0.63	0.89	0.99	1.01	0.99	0.97	0.85
11	0.83	0.94	0.97	1.01	1.01	1.04	1.03
12	0.91	0.97	1.01	0.96	1.03	1.08	1.07
13	0.92	0.95	0.99	1.00	1.01	1.08	1.05
14	0.94	0.95	1.02	0.98	1.00	1.11	1.04
15	0.81	0.94	0.99	1.00	1.02	1.06	0.93
16	0.72	0.94	0.99	1.00	1.01	0.94	0.86
17	0.71	0.96	1.00	0.99	1.01	0.93	0.82
18	0.70	0.99	1.01	1.00	0.98	0.92	0.81
19	0.69	0.95	1.00	1.00	0.99	0.89	0.78
20	0.78	0.91	0.96	1.00	1.03	0.97	0.85
21	0.88	0.83	0.94	0.99	1.07	1.05	0.92
22	0.93	0.87	0.96	1.00	1.04	0.92	0.91
23	0.99	0.85	0.97	0.95	1.08	1.24	1.20
24	1.00	0.85	0.95	0.99	1.06	1.41	1.30

Table 7.2.19 Vehicle Counts Relative to Mid-Week in the L.A.-CBD Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2.04	1.13	0.91	1.01	1.08	1.18	1.73
2	2.15	1.05	0.92	1.00	1.08	1.20	1.90
3	2.12	1.00	0.94	1.01	1.06	1.21	1.97
4	1.33	1.00	0.97	0.99	1.04	1.12	1.44
5	0.55	0.99	0.99	0.99	1.02	1.02	0.82
6	0.26	0.97	1.01	0.99	1.00	0.91	0.48
7	0.25	0.94	1.01	1.00	0.99	0.92	0.45
8	0.34	0.98	1.01	1.00	0.99	0.94	0.60
9	0.48	0.97	0.98	1.01	1.01	0.97	0.78
10	0.69	0.97	1.02	0.99	1.00	0.98	0.89
11	0.84	0.97	1.00	1.00	1.01	1.03	0.99
12	0.91	0.96	1.00	0.99	1.01	1.04	1.04
13	0.95	0.96	1.00	0.99	1.02	1.01	1.05
14	0.99	0.98	1.00	0.98	1.01	1.04	1.04
15	0.91	0.99	1.00	0.99	1.02	0.98	0.99
16	0.86	1.01	1.00	1.00	1.00	0.97	0.97
17	0.85	1.01	0.99	1.00	1.00	0.96	0.93
18	0.86	1.02	1.01	1.00	1.00	0.98	0.95
19	0.85	0.98	0.99	1.01	0.99	0.95	0.93
20	0.91	0.93	0.99	1.00	1.01	1.03	0.96
21	1.06	0.92	0.96	1.00	1.03	1.12	1.07
22	1.08	0.93	0.97	0.99	1.04	1.06	1.09
23	1.08	0.89	0.97	0.99	1.05	1.22	1.26
24	1.08	0.87	0.95	1.00	1.06	1.38	1.50

Table 7.2.20 Vehicle Counts Relative to Mid-Week in the Lynwood Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.61	1.02	0.95	1.01	1.04	1.12	1.51
2	1.87	1.01	0.96	1.01	1.03	1.13	1.67
3	1.80	1.02	0.98	1.00	1.02	1.19	1.71
4	1.07	0.93	0.98	1.01	1.02	1.07	1.24
5	0.45	0.97	1.00	0.99	1.01	0.95	0.71
6	0.30	1.00	0.99	1.00	1.01	0.87	0.52
7	0.32	0.94	0.98	1.01	1.00	0.92	0.52
8	0.40	1.01	1.02	1.01	0.97	0.96	0.63
9	0.50	0.97	0.95	1.03	1.01	0.96	0.75
10	0.75	1.00	1.02	0.96	1.02	0.92	0.92
11	0.90	1.03	0.98	1.01	1.01	1.04	1.02
12	0.95	0.98	0.97	1.01	1.01	1.04	1.08
13	0.92	0.99	0.99	1.00	1.01	0.98	1.08
14	0.94	1.01	0.99	1.00	1.00	1.05	1.03
15	0.91	1.02	1.03	0.96	1.02	0.99	0.99
16	0.86	0.98	1.00	1.00	1.00	0.99	0.94
17	0.81	1.01	1.00	0.98	1.01	0.97	0.91
18	0.82	1.03	1.02	0.97	1.01	1.00	0.88
19	0.83	1.00	0.99	1.01	1.00	0.99	0.90
20	0.93	0.95	0.98	1.00	1.02	1.06	0.95
21	1.09	0.96	0.97	1.00	1.02	1.15	1.05
22	1.09	0.93	0.99	0.99	1.03	1.10	1.03
23	1.04	0.91	0.97	0.99	1.03	1.22	1.19
24	1.04	0.92	0.98	0.98	1.05	1.38	1.36

Table 7.2.21 Vehicle Counts Relative to Mid-Week in the N. Long Beach Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.62	0.94	0.87	1.06	1.07	1.13	1.61
2	1.79	0.90	0.89	1.05	1.06	1.12	1.68
3	1.59	0.86	0.90	1.04	1.07	1.16	1.65
4	0.93	0.86	0.92	1.01	1.07	1.04	1.10
5	0.46	0.96	0.96	1.02	1.02	0.94	0.71
6	0.24	1.00	0.97	1.00	1.03	0.82	0.46
7	0.23	0.94	0.99	1.01	1.00	0.88	0.40
8	0.26	1.01	0.99	1.01	0.99	0.93	0.43
9	0.38	1.00	0.94	1.03	1.03	0.95	0.58
10	0.60	1.00	0.99	0.97	1.04	0.96	0.78
11	0.70	0.99	0.97	1.01	1.02	1.01	0.85
12	0.76	0.98	0.96	1.04	1.00	1.04	0.91
13	0.78	0.98	0.98	0.99	1.02	0.99	0.93
14	0.79	0.97	0.99	1.01	1.00	1.04	0.87
15	0.74	1.00	1.02	0.97	1.02	1.00	0.81
16	0.65	1.01	1.00	1.00	1.00	0.98	0.73
17	0.62	0.99	1.00	1.00	1.00	0.97	0.68
18	0.58	0.98	1.01	0.98	1.01	0.95	0.66
19	0.65	0.95	0.98	1.02	1.00	0.98	0.75
20	0.83	0.91	0.97	1.01	1.02	1.11	0.89
21	1.01	0.91	0.97	1.00	1.04	1.14	0.98
22	0.99	0.92	0.98	1.00	1.02	1.09	0.98
23	0.95	0.87	0.97	1.00	1.03	1.21	1.15
24	0.91	0.89	0.97	1.00	1.03	1.39	1.31

Table 7.2.22 Vehicle Counts Relative to Mid-Week in the Pico Rivera Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.87	1.18	0.94	1.03	1.03	1.18	1.65
2	1.90	1.05	0.95	1.04	1.01	1.16	1.69
3	1.66	0.97	0.95	1.02	1.03	1.19	1.69
4	0.92	1.00	0.98	0.99	1.04	1.12	1.16
5	0.38	1.04	0.98	1.00	1.02	0.97	0.69
6	0.21	1.01	0.99	1.00	1.01	0.88	0.45
7	0.23	0.93	0.99	1.00	1.01	0.95	0.47
8	0.35	1.04	1.01	1.00	0.98	1.01	0.65
9	0.52	1.01	0.96	1.02	1.02	1.00	0.85
10	0.75	1.02	1.04	0.95	1.01	0.96	0.98
11	0.88	1.02	1.00	0.97	1.03	1.00	1.05
12	0.95	0.99	0.99	1.02	1.00	1.03	1.07
13	1.01	1.02	1.00	0.97	1.04	0.95	1.08
14	0.98	1.00	1.01	0.98	1.01	0.98	1.02
15	0.95	1.01	1.03	0.96	1.01	0.92	1.01
16	0.90	1.02	1.00	1.01	1.00	0.93	0.95
17	0.88	0.99	1.00	0.99	1.01	0.95	0.92
18	0.88	1.03	0.99	0.98	1.02	0.97	0.94
19	0.86	0.98	0.98	1.01	1.00	0.96	0.95
20	0.98	0.94	0.97	1.01	1.02	1.06	0.99
21	1.22	0.95	0.95	1.00	1.05	1.21	1.09
22	1.26	0.95	0.96	0.99	1.05	1.18	1.13
23	1.20	0.90	0.96	0.99	1.05	1.24	1.30
24	1.16	0.88	0.96	0.98	1.07	1.36	1.54

Table 7.2.23 Vehicle Counts Relative to Mid-Week in the Pomona Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.96	1.12	0.94	0.99	1.06	1.16	1.66
2	2.08	1.10	0.95	0.98	1.07	1.17	1.76
3	1.84	1.07	0.95	0.98	1.07	1.19	1.69
4	1.03	1.03	0.98	0.98	1.04	1.09	1.15
5	0.42	1.04	1.01	0.97	1.02	0.98	0.63
6	0.25	1.00	1.00	1.00	1.00	0.94	0.45
7	0.25	0.98	1.00	1.00	1.00	0.92	0.44
8	0.29	0.99	1.00	1.00	0.99	0.94	0.49
9	0.45	0.99	0.99	1.01	1.00	0.90	0.69
10	0.68	1.00	1.01	0.99	1.00	0.97	0.88
11	0.90	1.01	1.01	0.99	1.00	1.05	1.05
12	0.97	1.00	0.99	0.99	1.02	1.06	1.10
13	1.04	0.98	1.00	0.97	1.03	1.04	1.11
14	1.05	1.01	0.97	1.00	1.03	1.05	1.06
15	0.97	1.02	0.97	1.00	1.03	1.02	1.02
16	0.89	1.03	1.03	1.01	0.96	1.02	0.96
17	0.79	1.01	0.96	1.02	1.03	0.99	0.86
18	0.74	0.99	1.00	1.00	1.00	0.95	0.81
19	0.80	0.97	0.99	1.00	1.00	0.95	0.87
20	0.95	0.93	0.98	1.00	1.02	1.05	0.96
21	1.12	0.93	0.97	1.00	1.04	1.11	1.04
22	1.05	0.92	0.97	1.01	1.03	1.04	1.07
23	1.11	0.92	0.92	1.01	1.07	1.24	1.29
24	1.10	0.90	0.94	0.99	1.06	1.41	1.57

Table 7.2.24 Vehicle Counts Relative to Mid-Week in the Reseda Domain

Hour	Day of Week						
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	1.99	1.08	0.93	0.99	1.07	1.18	1.73
2	2.26	1.06	0.96	1.00	1.05	1.21	1.95
3	2.04	1.01	0.95	0.97	1.08	1.25	1.88
4	1.22	1.02	0.98	0.95	1.07	1.14	1.35
5	0.53	1.05	0.99	0.98	1.03	0.98	0.75
6	0.27	1.02	1.00	0.99	1.00	0.89	0.44
7	0.24	0.97	1.01	1.00	1.00	0.91	0.41
8	0.31	1.02	1.01	0.99	1.00	0.97	0.54
9	0.45	1.01	0.97	1.01	1.02	0.93	0.76
10	0.68	1.00	1.01	0.99	1.00	0.96	0.94
11	0.88	0.99	0.99	1.00	1.01	1.03	1.04
12	0.96	0.99	0.99	1.00	1.01	1.03	1.07
13	0.99	0.97	0.99	0.98	1.03	1.01	1.08
14	1.00	0.98	0.98	1.00	1.02	1.06	1.04
15	0.93	1.00	1.00	0.98	1.02	1.01	0.98
16	0.85	0.99	1.01	1.00	0.99	0.99	0.91
17	0.81	1.00	1.00	1.00	1.01	0.98	0.87
18	0.81	1.02	1.02	0.97	1.01	0.96	0.87
19	0.81	0.99	0.98	1.02	1.00	0.92	0.87
20	0.91	0.96	0.98	1.01	1.01	1.00	0.91
21	1.10	0.92	0.96	1.00	1.04	1.05	0.94
22	1.05	0.93	0.95	1.00	1.05	0.99	1.02
23	1.10	0.92	0.89	1.03	1.08	1.17	1.23
24	1.06	0.88	0.92	1.00	1.08	1.38	1.54

Figure 7.2.1 Total Volume from Selected Counters in the Anaheim Domain

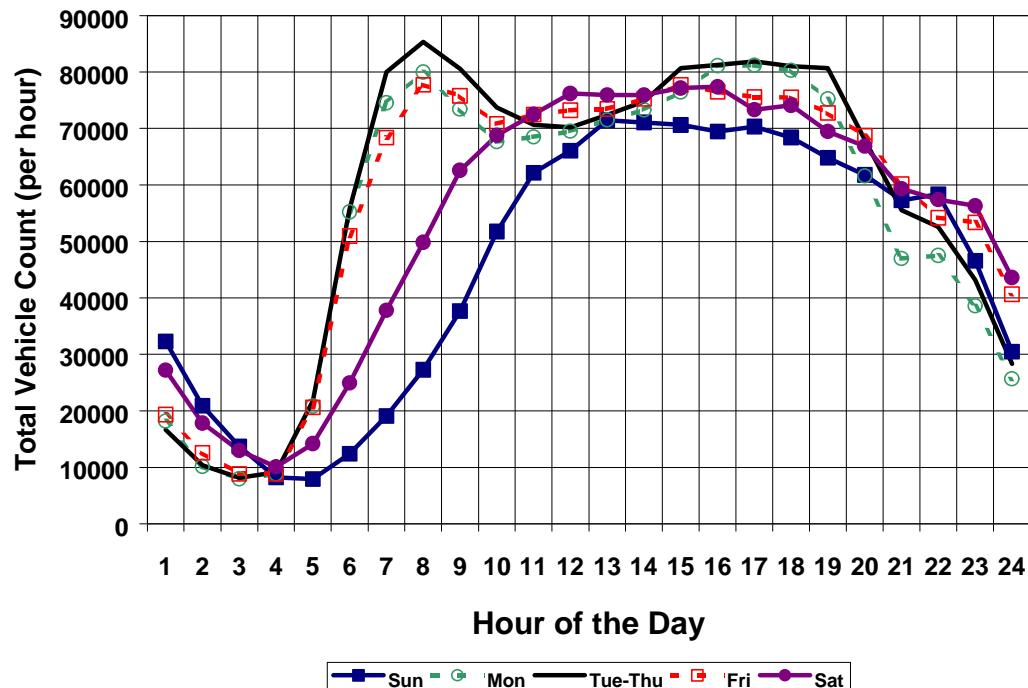


Figure 7.2.2 Volume Relative to Midweek in the Anaheim Domain

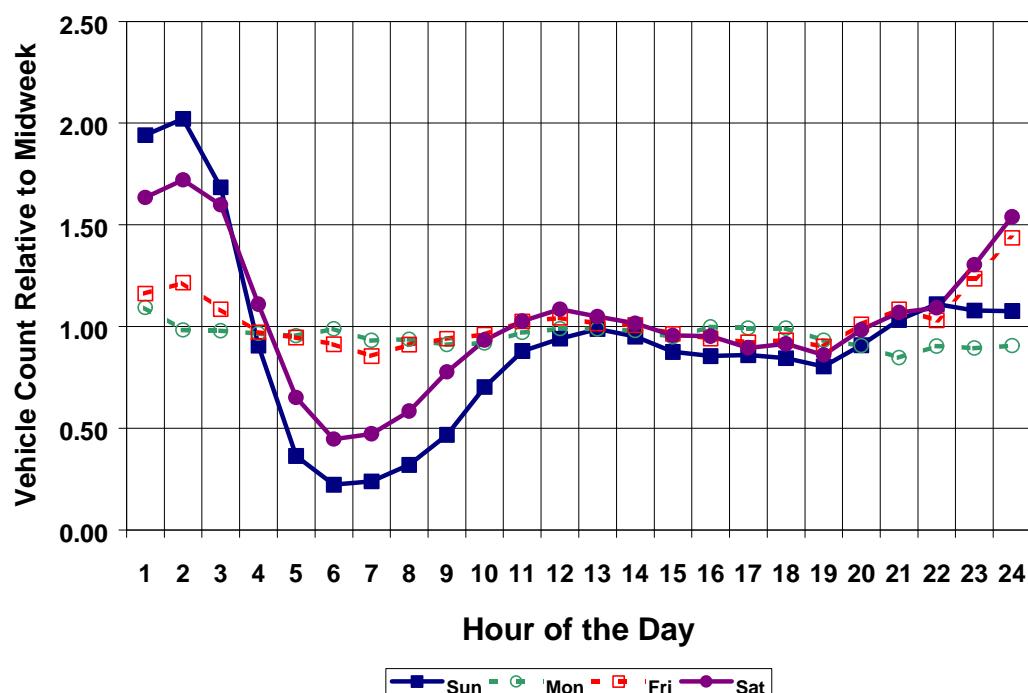


Figure 7.2.3 Total Volume from Selected Counters in the Azusa Domain

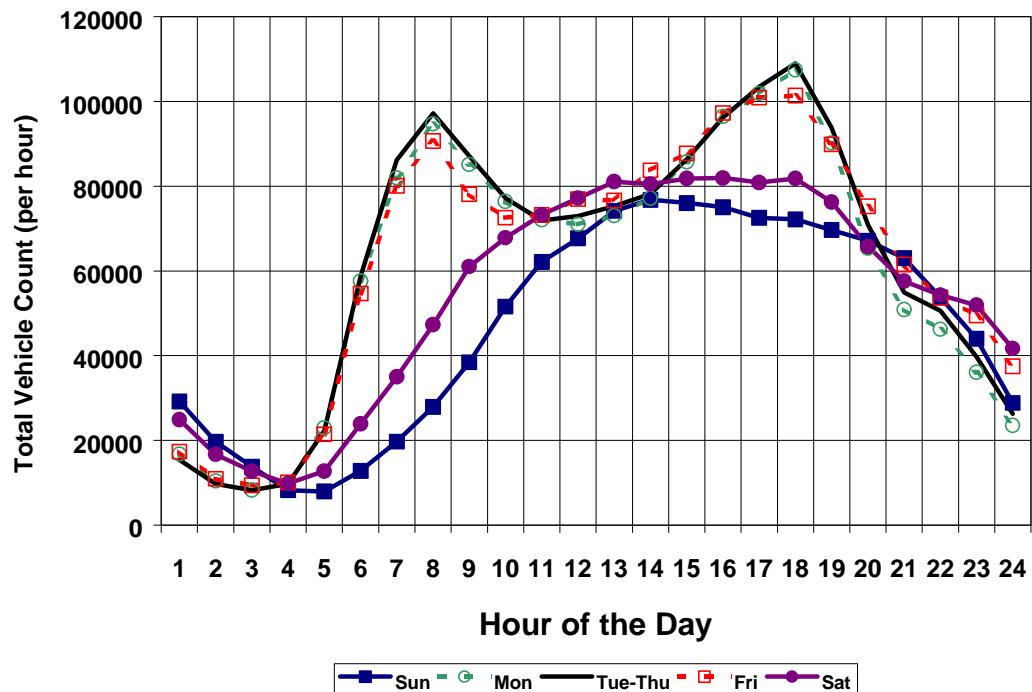


Figure 7.2.4 Volume Relative to Midweek in the Azusa Domain

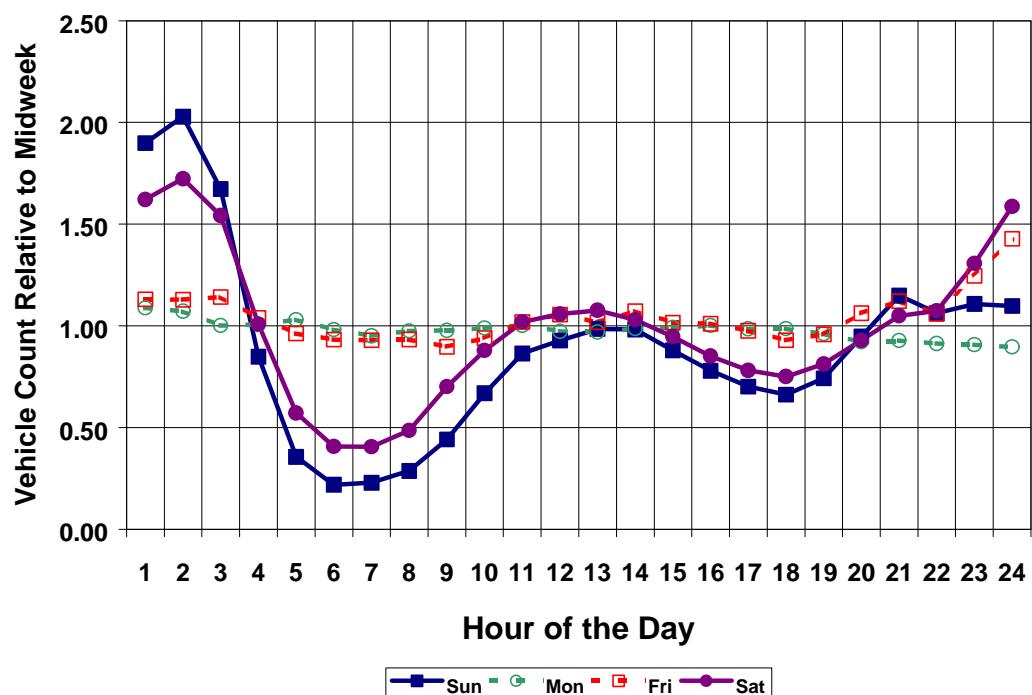


Figure 7.2.5 Total Volume from Selected Counters in the Burbank Domain

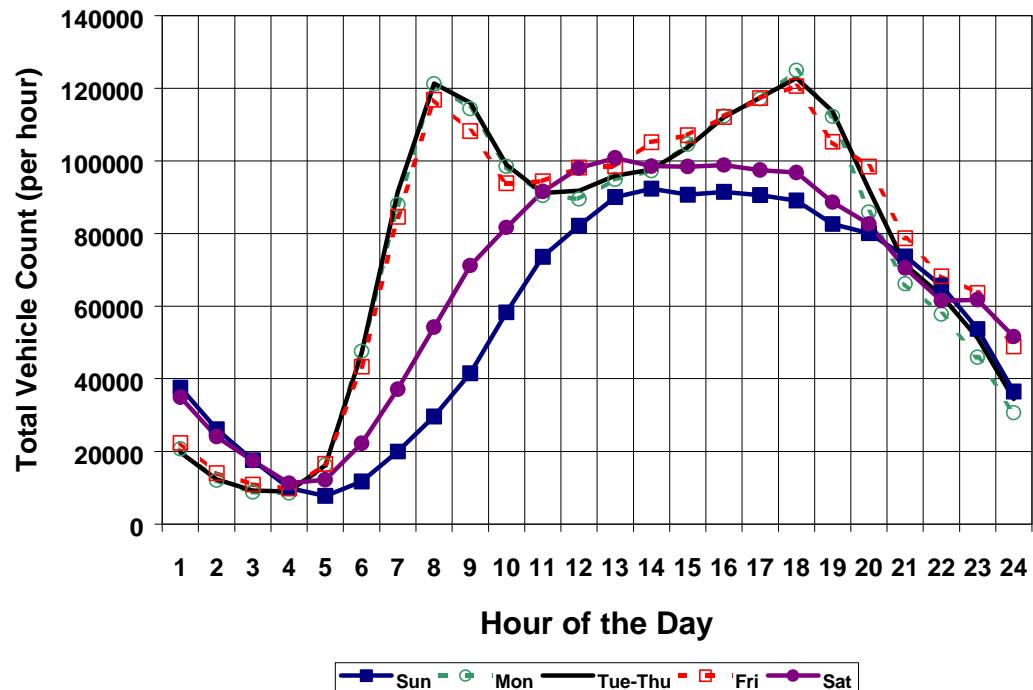


Figure 7.2.6 Volume Relative to Midweek in the Burbank Domain

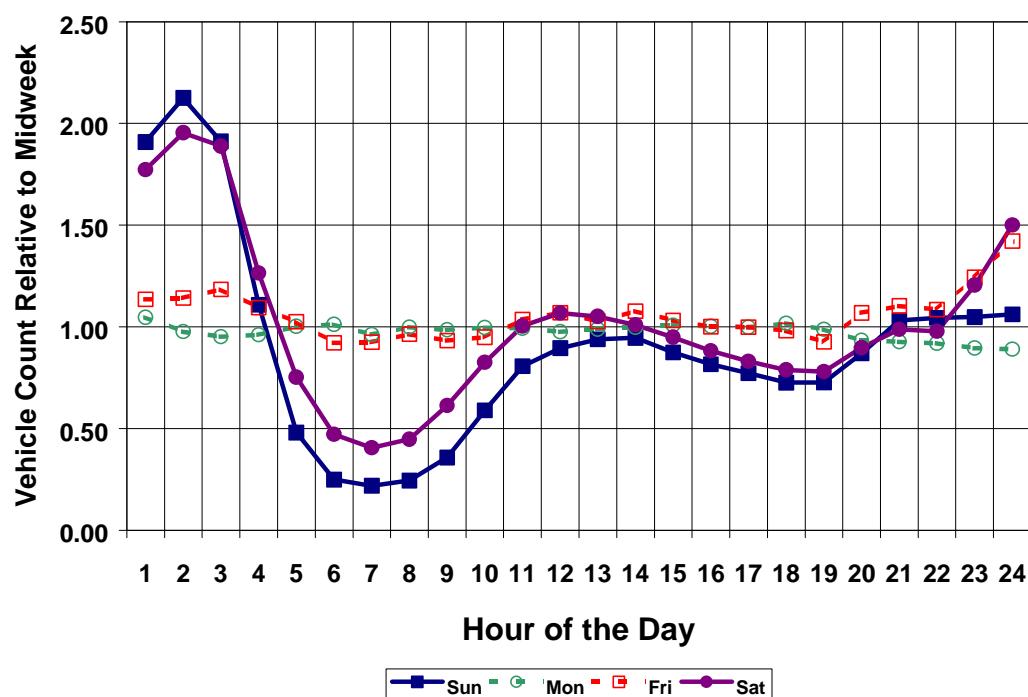


Figure 7.2.7 Total Volume from Selected Counters in the Hawthorne Domain

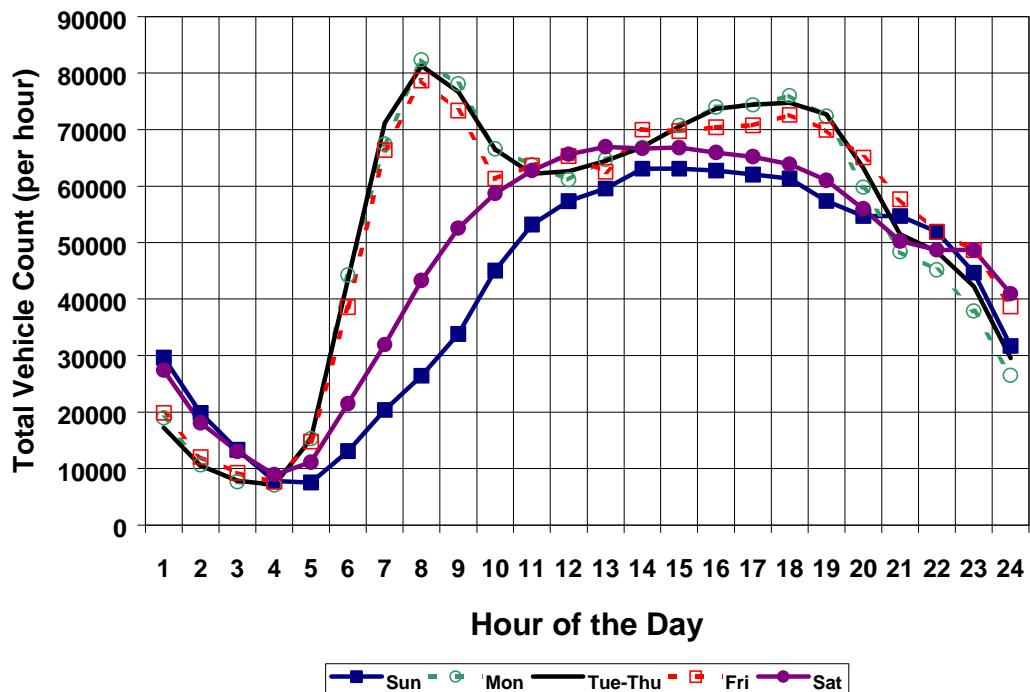


Figure 7.2.8 Volume Relative to Midweek in the Hawthorne Domain

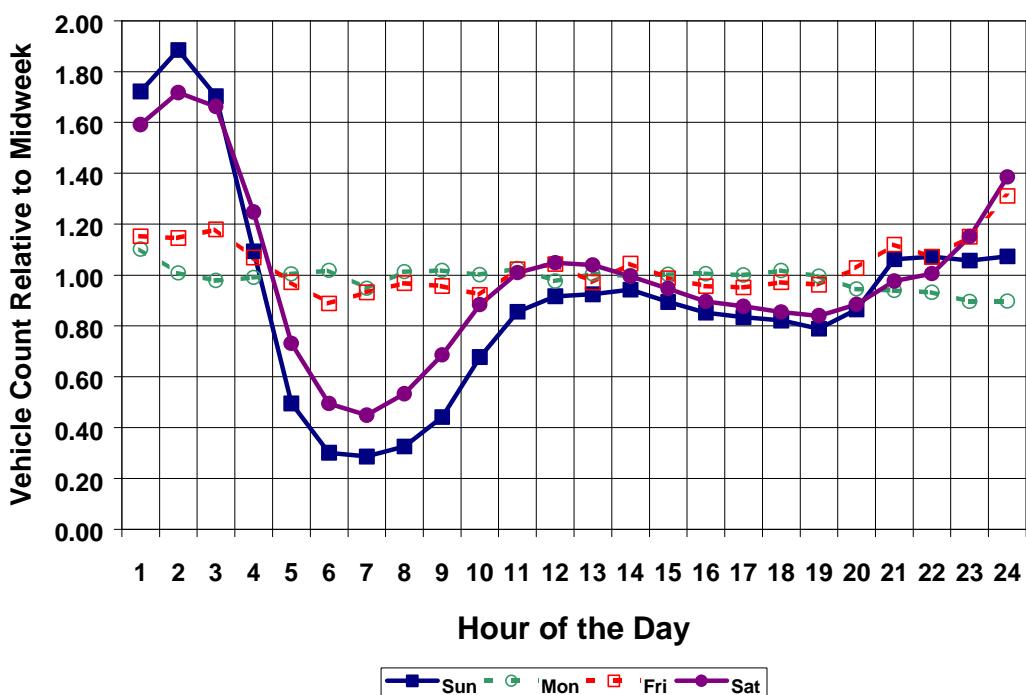


Figure 7.2.9 Total Volume from Selected Counters in the Irvine Domain

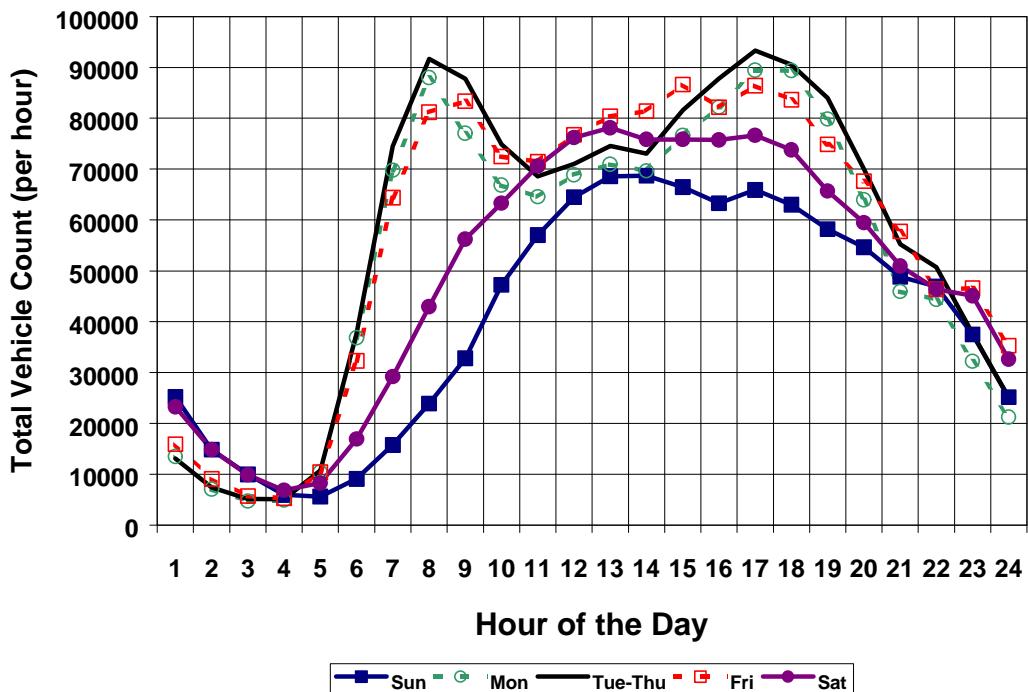


Figure 7.2.10 Volume Relative to Midweek in the Irvine Domain

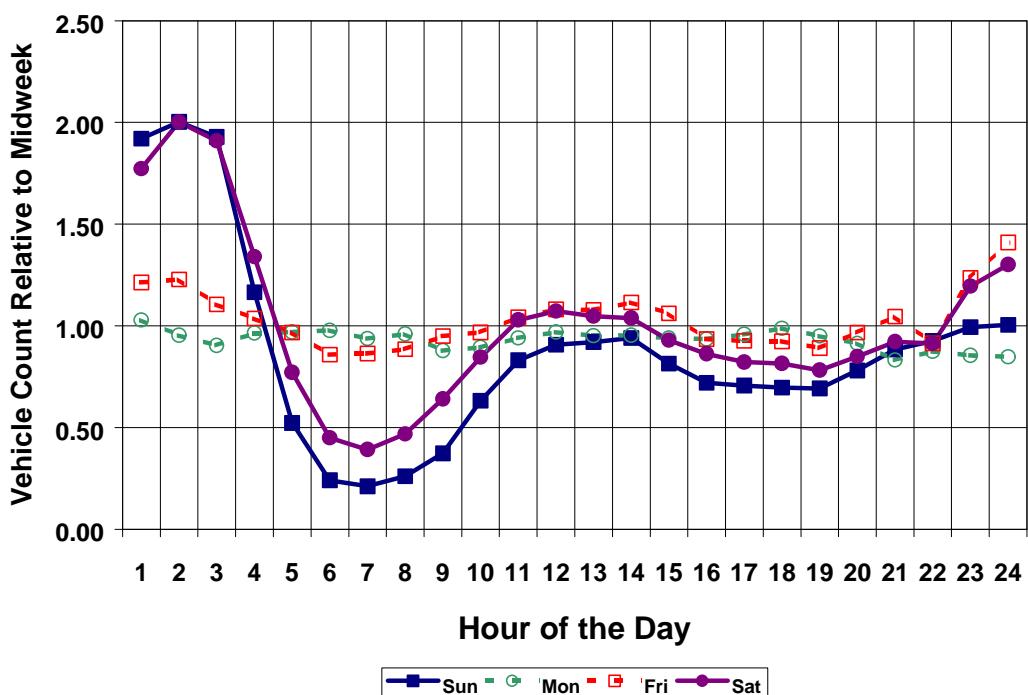


Figure 7.2.11 Total Volume from Selected Counters in the L.A.-CBD Domain

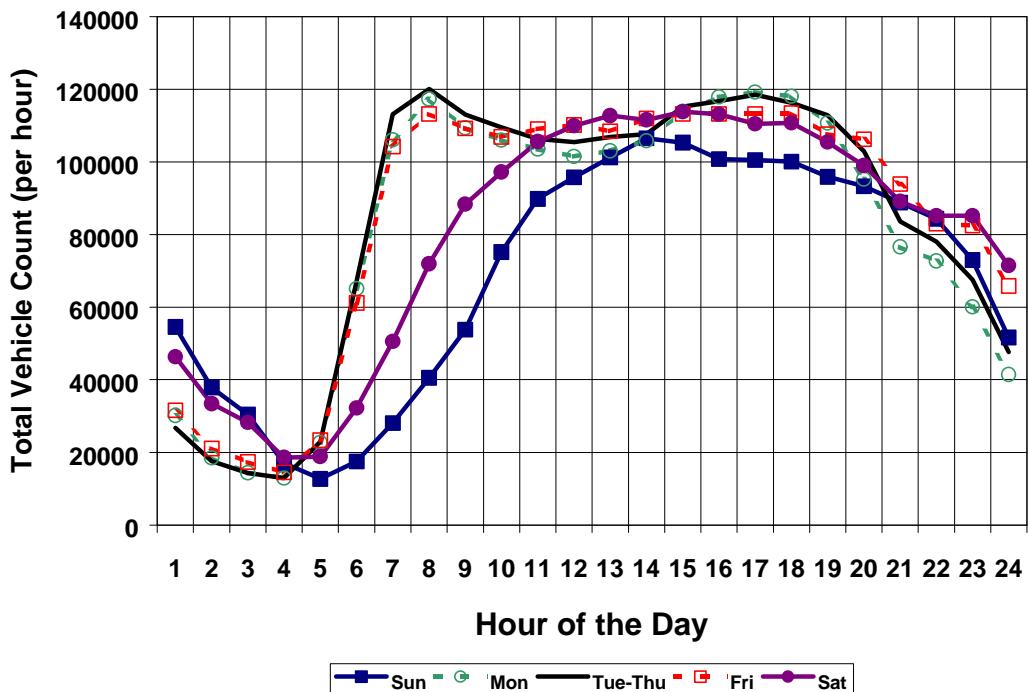


Figure 7.2.12 Volume Relative to Midweek in the L.A.-CBD Domain

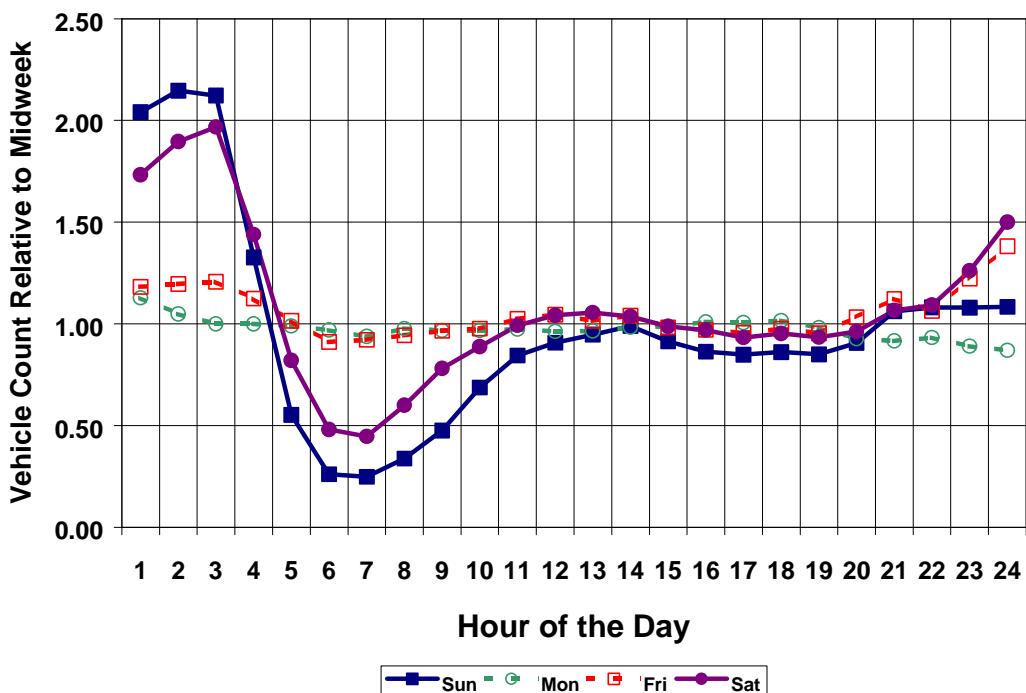


Figure 7.2.13 Total Volume from Selected Counters in the Lynwood Domain

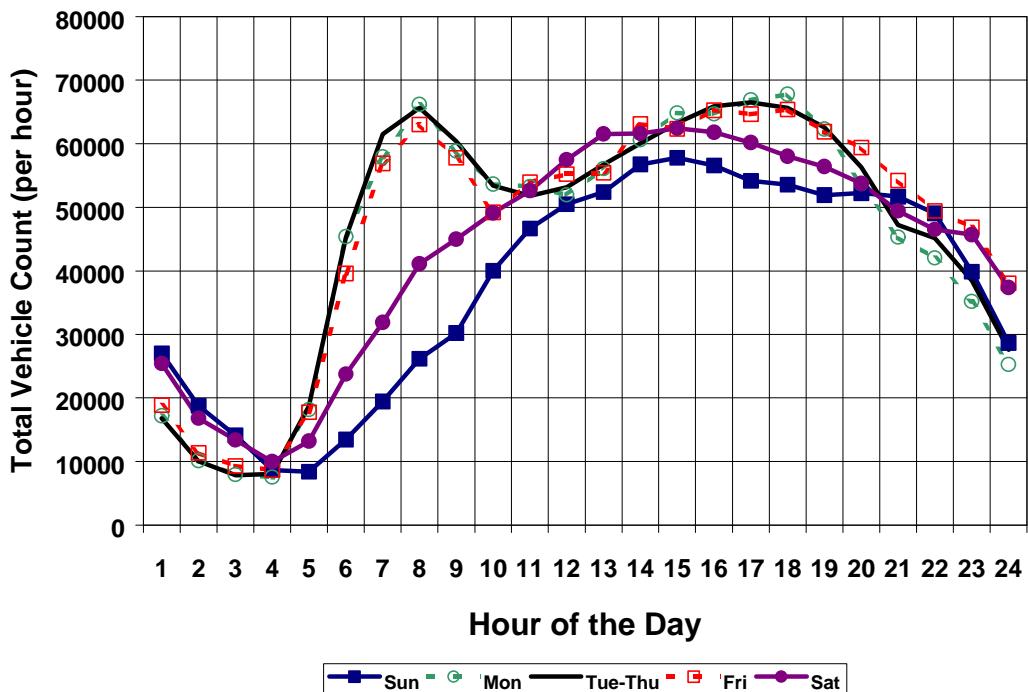


Figure 7.2.14 Volume Relative to Midweek in the Lynwood Domain

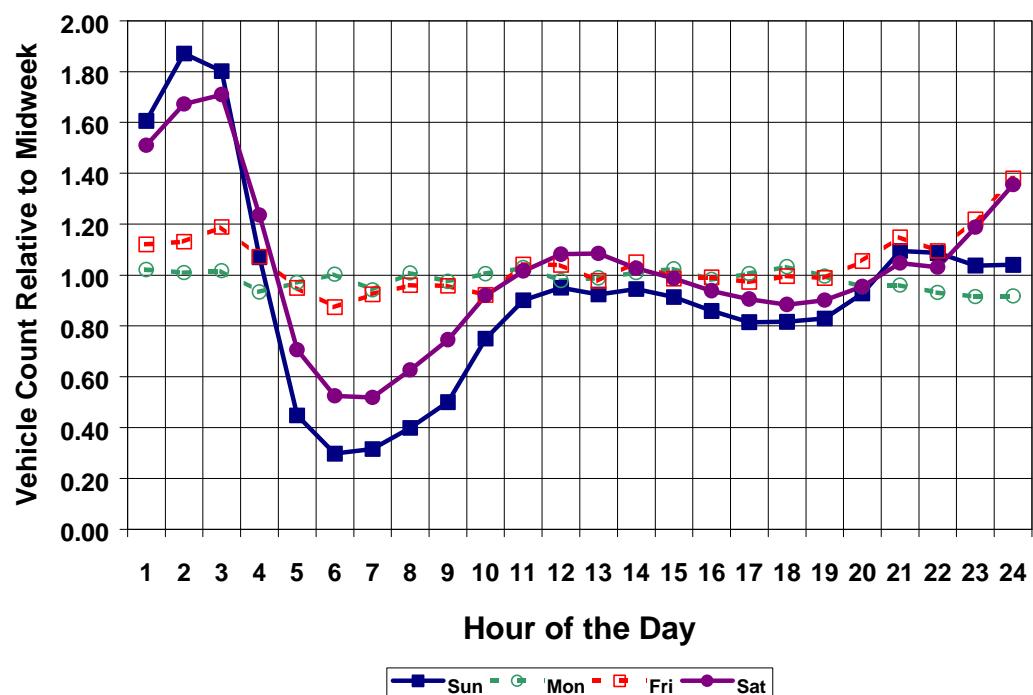


Figure 7.2.15 Total Volume from Selected Counters in the N. Long Beach Domain

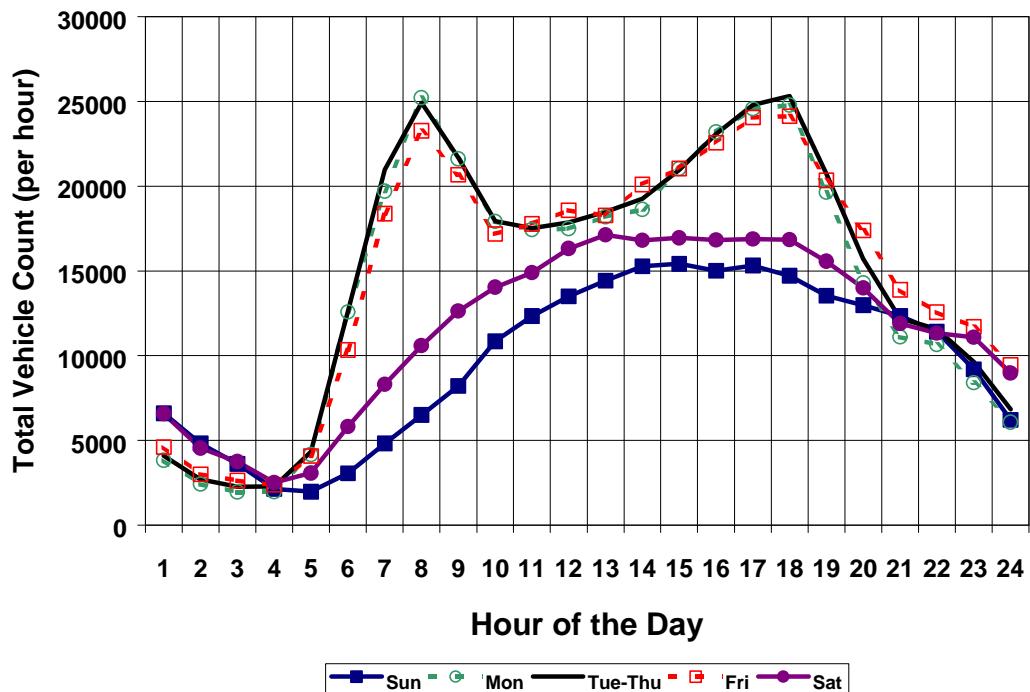


Figure 7.2.16 Volume Relative to Midweek in the N. Long Beach Domain

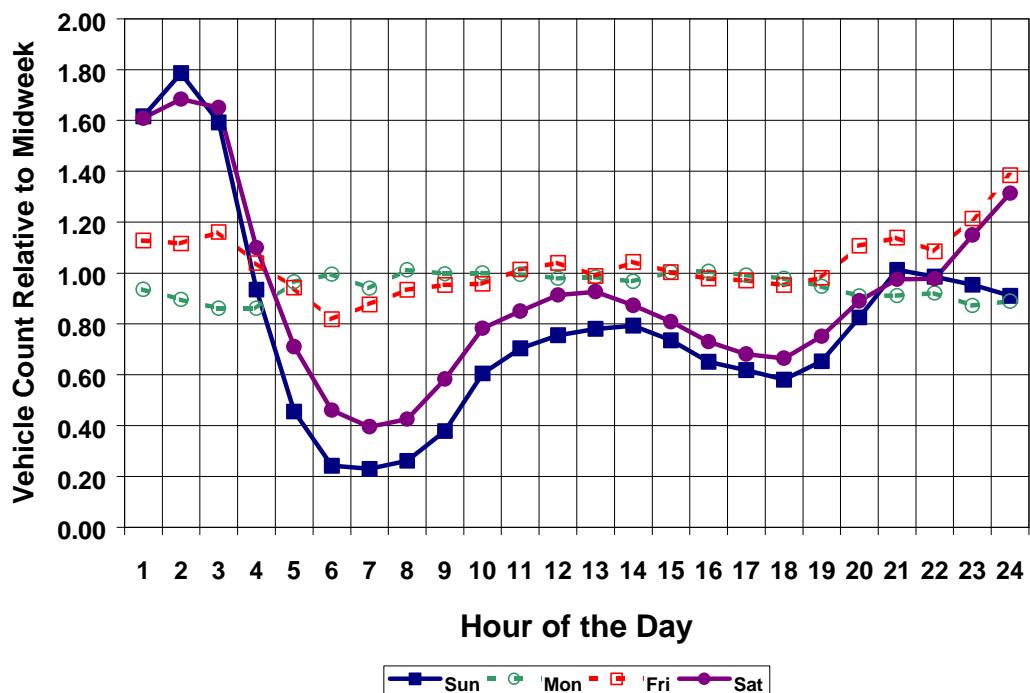


Figure 7.2.17 Total Volume from Selected Counters in the Pico Rivera Domain

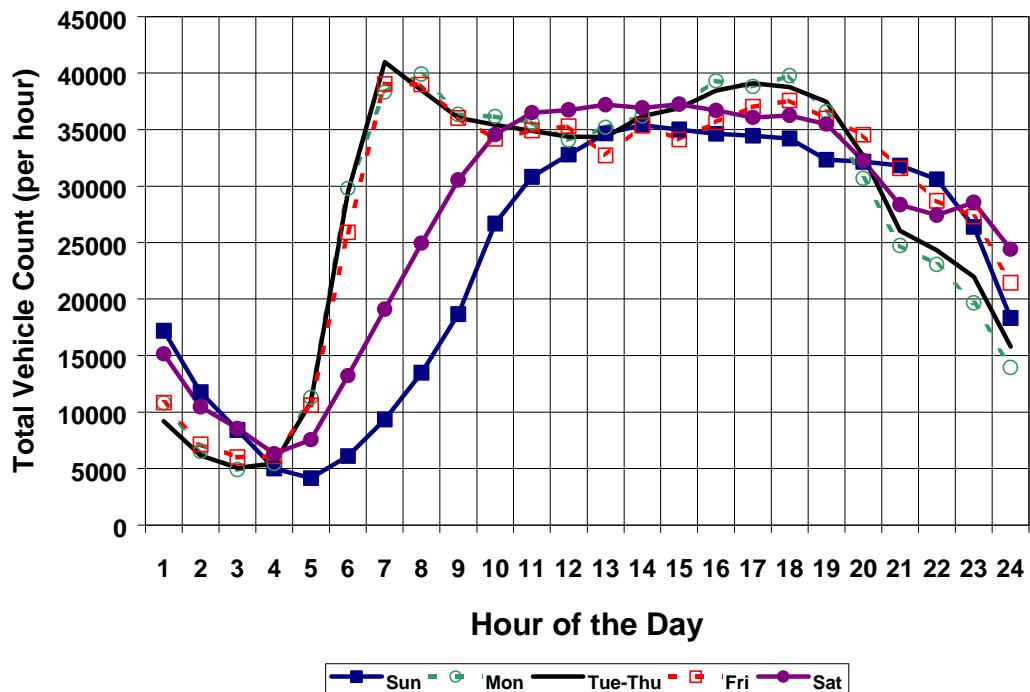


Figure 7.2.18 Volume Relative to Midweek in the Pico Rivera Domain

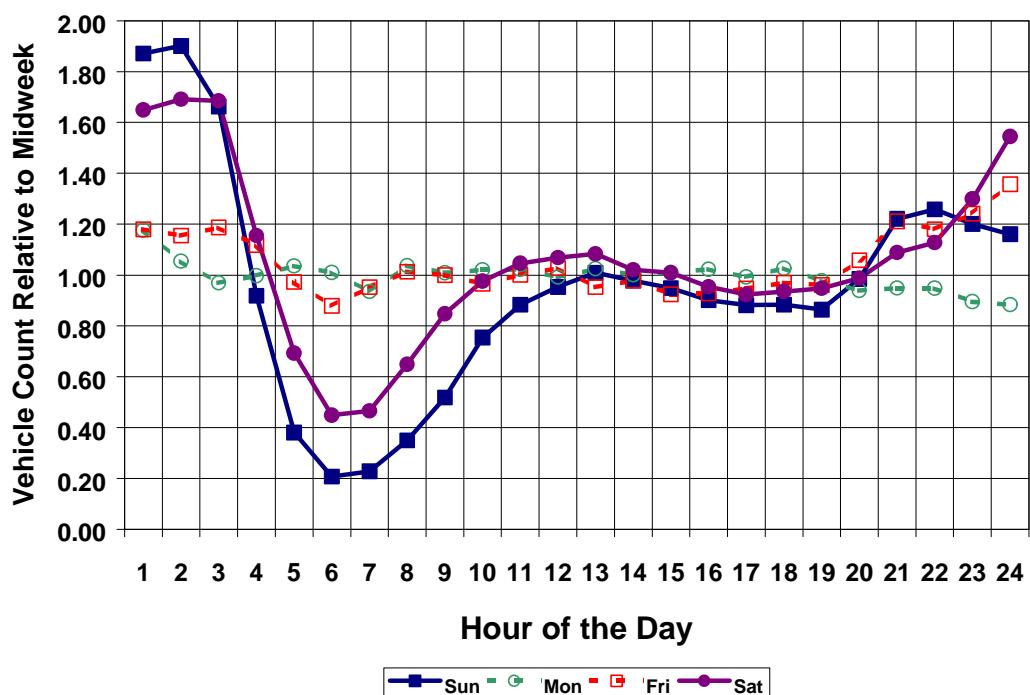


Figure 7.2.19 Total Volume from Selected Counters in the Pomona Domain

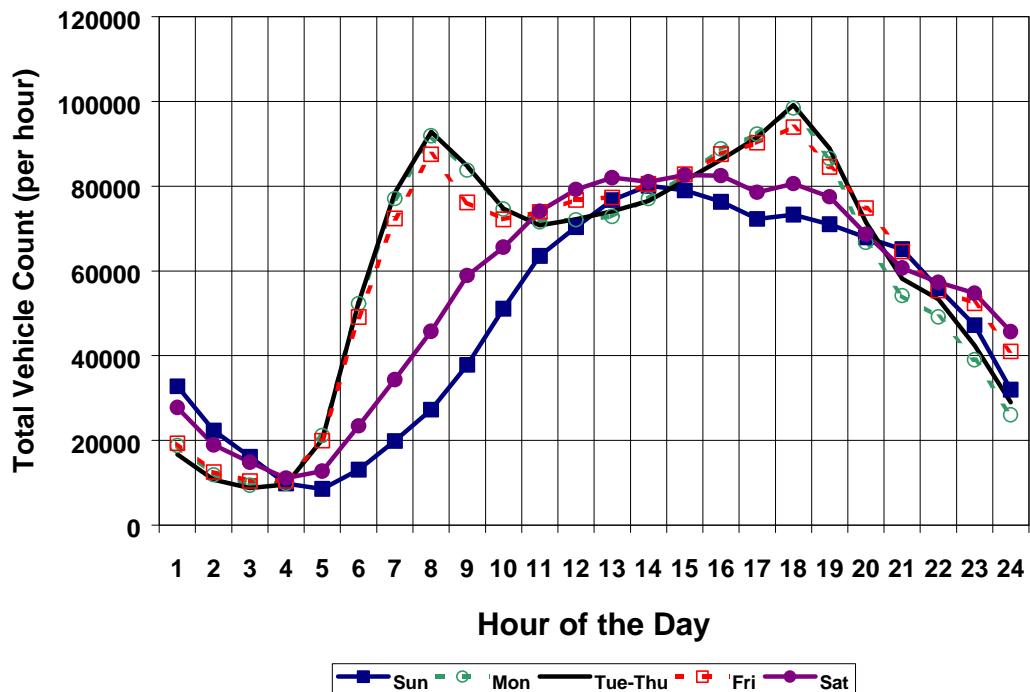


Figure 7.2.20 Volume Relative to Midweek in the Pomona Domain

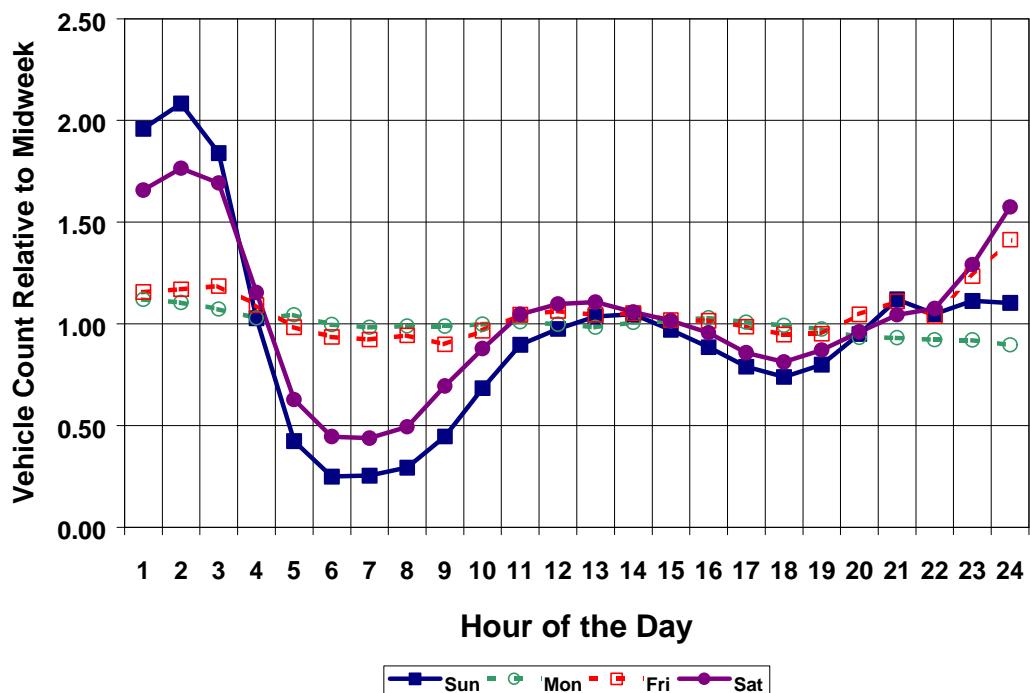


Figure 7.2.21 Total Volume from Selected Counters in the Reseda Domain

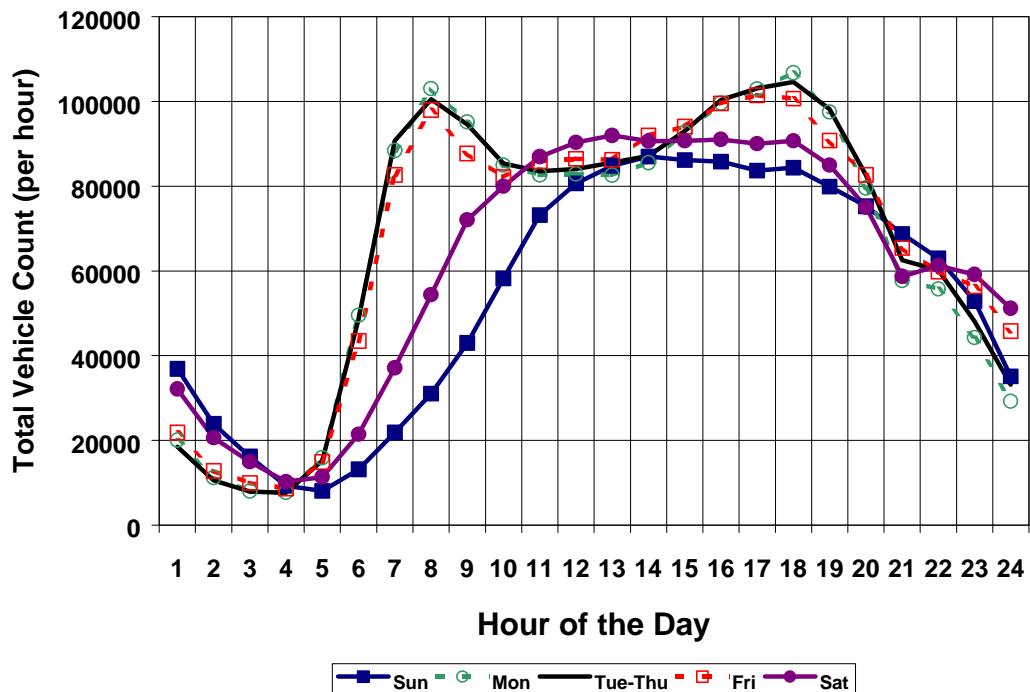


Figure 7.2.22 Volume Relative to Midweek in the Reseda Domain

